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clear, so that the important problem of the business organization of the industry as a whole is not solved. Such investigators as Unwin have shown how much we still have to learn along this line, and it is unfortunate that Dr. Lewis does not contribute a satisfactory statement with reference to his particular field. Perhaps materials are lacking; if so, it would have been better to state the fact than to pass over the topic with scant mention.

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### NOTICES

*Federal Regulation of Railway Rates.* By ALBERT N. MERRITT. (Hart, Schaffner and Marx prize essay.) Boston and New York: Houghton, Mifflin and Co., 1907.

The book is a clear and concise presentation of the problem of railway regulation as it has developed during the twenty years of the life of the Interstate Commerce Commission. The author reaches the conclusion that American railway rates are not excessive, and that the real complaint lies in the various forms of discrimination practiced. He shows in detail the service which the commission has rendered during its life, and meets successfully the attacks of those who have attempted to discredit its work; but he doubts the advisability of intrusting the commission with the rate-making power, and proposes, instead, the creation of a special transportation court to handle complaints, leaving to the commission administrative and prosecuting functions. The present value of the book is diminished by the fact that it was written previous to the time when the Hepburn law went into effect.

*Municipal Ownership.* By LEONARD DARWIN. New York: E. P. Dutton & Co., 1907. 12mo, pp. xv+149.

The many admirers of Mr. Darwin's *Municipal Trade* will eagerly welcome this little volume containing the four lectures which he delivered at Harvard University in 1907. It is written with the same cautious balancing of arguments pro and con and the same admirable spirit of judicious inquiry that characterized his larger volume, thus making it as well worth reading as an example of scholarly argument as to obtain a concise statement of opinion from the most unprejudiced and authoritative writer on the subject of municipal ownership. His conclusions, which are on the whole averse to municipal ownership, and the arguments therefor, are in general similar to those in his previous volume.

*Die Weltwirtschaft.* Ein Jahr- und Lesebuch. III. Teil, Das Ausland. Von E. VON HALLE. Leipzig: B. G. Teubner, 1907. 4vo, pp. vi+288.

This section of Dr. Von Halle's *Weltwirtschaft* includes the countries of Europe (except Germany), the United States, and the German colonies. The

articles on the different countries are written for the most part by government officials or economists and their scope may be judged from the fact that each nation has from ten to twenty pages devoted to it, though the British Empire and the United States receive fifty-five and thirty-four pages respectively. H. C. Emery, J. B. Moran, J. R. Commons, and T. Jacobsen contribute to the section on the United States.

*Ce que l'armée peut être pour la nation.* Par A. FASTREZ. Bruxelles: Nisch & Thron, 1907. 12mo, pp. xiii+294.

This issue in the series of the Solvay Institut de Sociologie is a study of the army as a factor in the social and economic life of the community. The author protests against regarding the army simply as a body of men useful only in repelling an enemy, and insists that it be looked upon from a broader social point of view. Through this body the male portion of the population passes; in it duty, discipline, and patriotism are inculcated, and it thereby becomes an agent for generating social and economic powers. From this point of view the physiological and psychological results of military training are examined, with favorable conclusions, as to their fitness as a preparation for social life and the competitive battles of the industrial world.

*The Negro Races.* A Sociological Study, Vol. I. By JEROME DOWD. New York: The Macmillan Co., 1907. 8vo, pp. xxiii+493.

This is the first of a series of volumes consisting of a "sociological study of mankind from the standpoint of race." The author points out that heretofore "sociologists, in tracing the evolution of society, have constructed theories based upon data selected promiscuously from opposite quarters of the earth and many different races;" but that this method will only work where races have lived in the same environment and undergone the same stages of development, and not where races have appeared on the earth in succession instead of simultaneously. His "first object, therefore, is to establish the fact that each race has its distinctive institutions and special evolution corresponding to the locality in which it lives or has lived. The second object is to discover the factors and laws which explain the mental and moral characteristics and particular institutions of each general racial division, to the end that the principles and laws discovered may be applied to whatever is abnormal or retrogressive." This volume deals with three of the five subdivisions of the negro type in Africa, the Negritos, Negritians, and Fellatahs, and seeks to portray and interpret their life from the earliest times to the present. Two later volumes will deal with the other African negroes, slavery and the slave trade, and the negro in America and others with still different races. The author hopes through this detailed study of the African negro to understand better how to deal with the problem of the American negro. The volume contains considerable interesting material on the economic life of these primitive races.

*The Strength of Nations.* By J. W. WELSFORD, M.A., London: Longmans, Green & Co., 1907. 8vo, pp. x+327.

The author of this volume believes that "now, as in the days of imperial Rome, the power of obtaining the production of others by the ancient method

of tribute, or the modern method of interest on foreign investments, is a source of national weakness rather than of national strength." He insists that "union and production are the only sure foundations for strength," and in an economic union of the British empire tropical raw material will be linked to British industry." To prove that Great Britain should abandon her policy of free trade he has written this "argument from history" surveying the growth of nations from Rome down. The work has been based almost entirely on general histories, and is loosely reasoned, superficial, and partisan in character.

*West Ham: A Study in Social and Industrial Problems.* By EDWARD G. HOWARTH AND MONA WILSON. London: J. M. Dent & Co., 1907. 8vo, pp. xix+423.

This admirable report of the Outer London Inquiry Committee seeks to set forth some of the industrial and social problems peculiar to a rapidly developing extra-metropolitan industrial locality. By a wise selection of subjects points investigated elsewhere have been avoided and attention has been concentrated on the questions of housing, wages, and employment, and local government, problems which seemed peculiar to similarly situated localities. The investigation is a highly intensive one, and the results are set forth in elaborate statistical tables upon which many of the conclusions are based. The vital and most fundamental problem of all seems to have been that of casual labor, and it is as a contribution to that question that this wholly praiseworthy report will be of greatest value.

*Sozialismus und soziale Bewegung.* Von WERNER SOMBART. 6. Auflage. Jena: Gustav Fischer, 1908. 8vo, pp. xi+395.

The rapid growth of the socialistic movement is well evinced by the additions which the author has found it necessary to make in this sixth edition (bringing the total issue up to 43,000, although but two years have elapsed since the fifth edition appeared). The new portions take up the recent socialist movement in Great Britain, Austria, Italy, and Germany. Especial attention, however, has now been given the revolutionary syndicalists of France and Italy, and an entirely new chapter reviews their doctrines.

*Oesterreichs Holz-Industrie und Holzhandel.* Von ALEXANDER VON ENGEL. Teile 1 und 2. Wien: Wilhelm Frick, 1907. 8vo, pp. vi+374 und vi+402.

This monograph in the publications of the Technologischen Gewerbe-Museums in Wien gives a very complete and thorough account of the lumber and wood-working industries of Austria. The author starts at the very first with the cutting of timber and traces it down through the various steps to the many products into which it is ultimately turned—building lumber, casks, baskets, furniture, flooring, wagons, cellulose products, toys, etc. He includes the methods of transporting lumber, the household and manufacturing industry, the lumber exchanges, and ends with lengthy statistical tables.